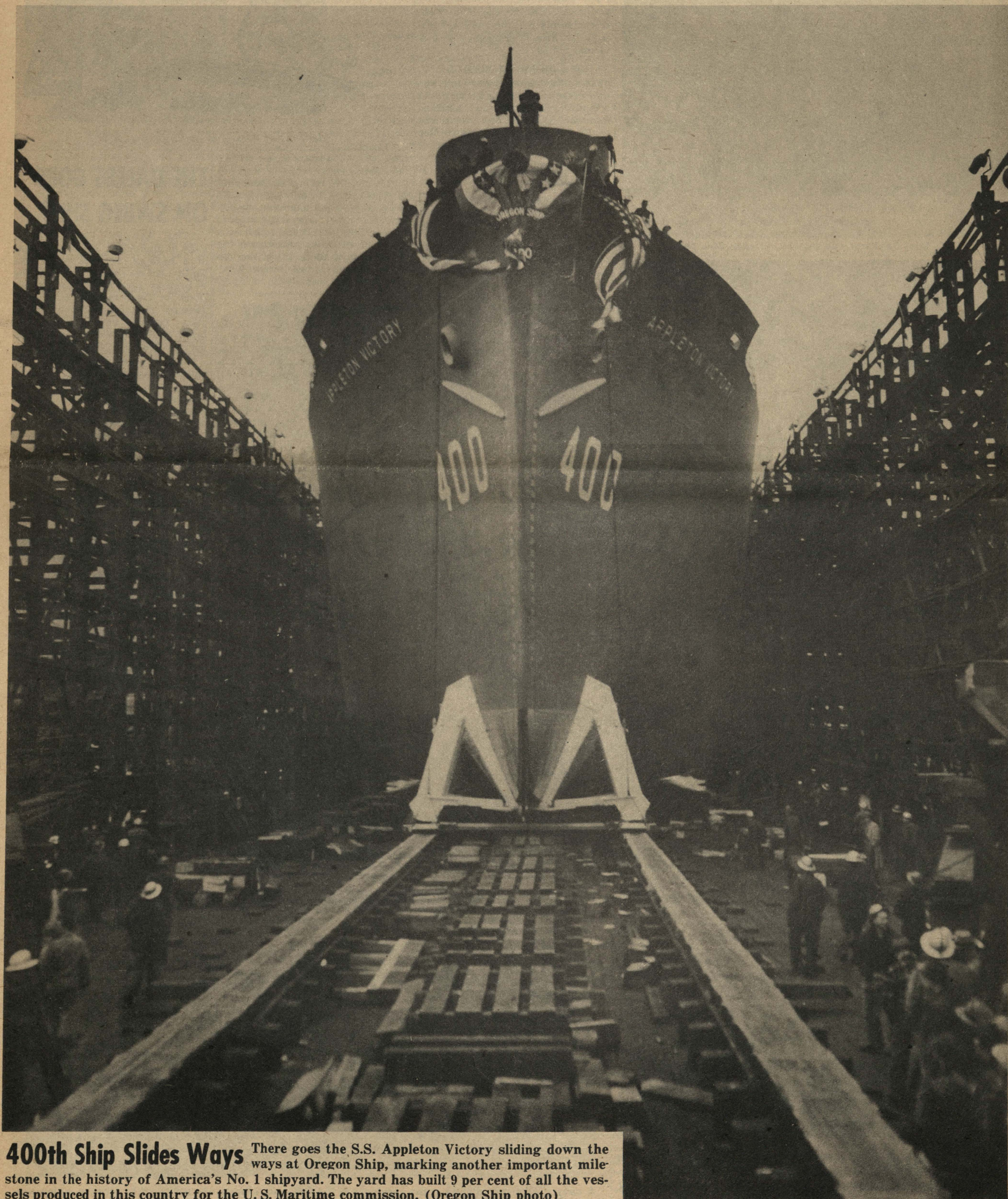


VESSELS SHIFTED ON DOCK TO MEET WORK SCHEDULES

Story, Page 5

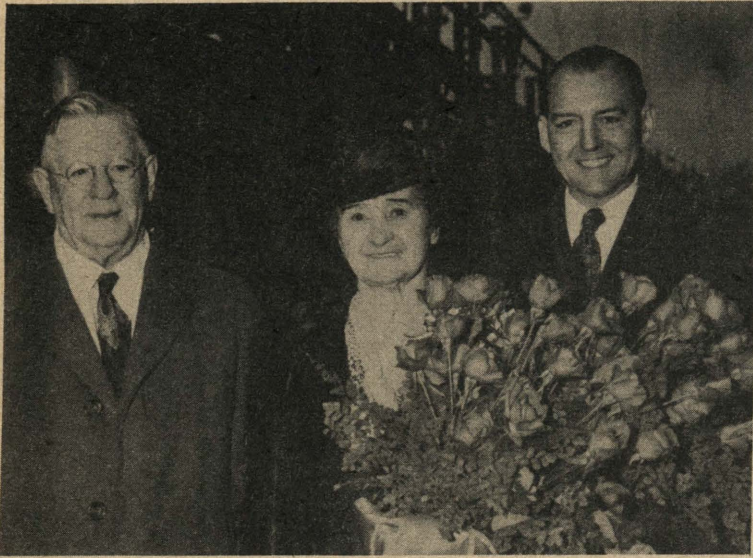


400th Ship Slides Ways

There goes the S.S. Appleton Victory sliding down the ways at Oregon Ship, marking another important milestone in the history of America's No. 1 shipyard. The yard has built 9 per cent of all the vessels produced in this country for the U. S. Maritime commission. (Oregon Ship photo)

OSC's 400th Vessel Slides Ways To War

(OREGON SHIP) — Last Friday, in the words of Albert Bauer, OSC general manager, was an historic day for the men and women of Oregon Ship—the 400th vessel built in the yards, the S. S. Appleton Victory, went down the ways. The S. S. Appleton Victory was named in honor of Appleton, Wis., center of one of the richest dairying and farming sections of the United States.



Mayor John Goodland Jr., (left) of Appleton, Wis., and Mrs. Goodland, are pictured at the launching of Oregon Ship's 400th Victory Ship, the S.S. Appleton Victory, with Albert Bauer, general manager of OSC. Mrs. Goodland was sponsor. (Oregon Ship photo)

The launching, one of the most colorful in the history of the yard, was attended by John Goodland Jr., mayor of Appleton, and Mrs. Goodland, who acted as sponsor.

OSC's 400 ships, which represent 9 per cent of all the vessels built during this war for the U. S. Maritime commission, included 322 Libertys, 30 Attack Transports and 48 Victory ships.

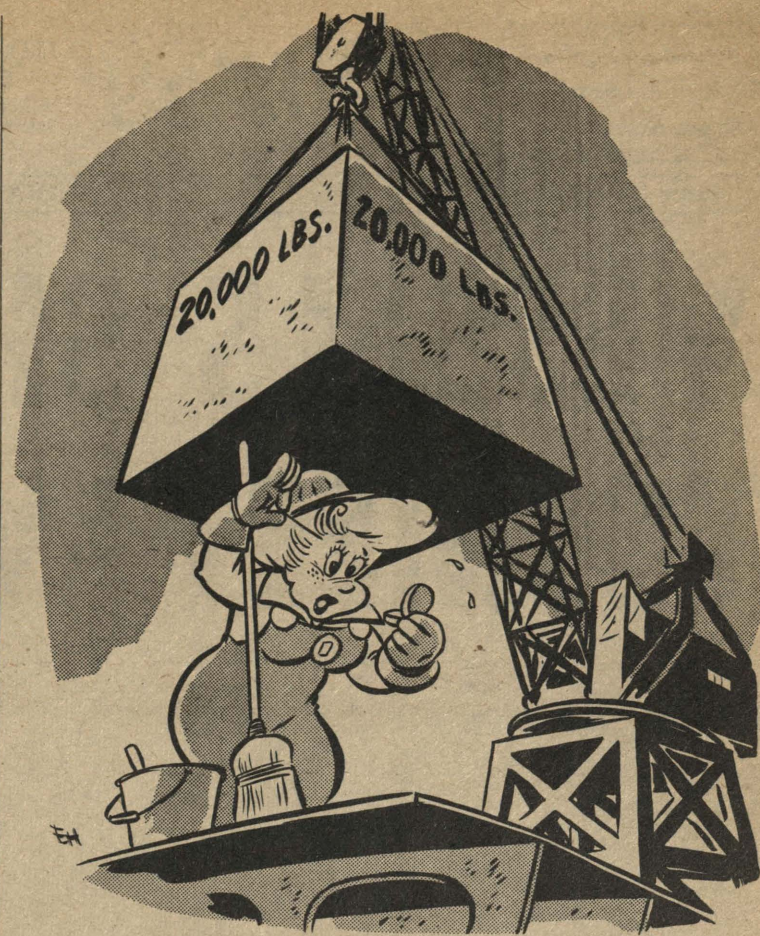
WELCOME EXTENDED

Mayor Earl Riley of Portland, who was present at the launching and extended greetings to Appleton from the "City of Roses," also paid a glowing tribute to Oregon Ship for its contribution to the war effort.

Bauer, who acted as master of ceremonies, said:

"Today, indeed, is an historic day for you men and women of Oregon Ship, as well as the rest of the world, for in a few minutes the 400th ship to be built in this yard will slide down the ways. To me, this record still seems unbelievable. Only four years ago, in January, 1941, to be exact, the very ground where we now are standing was swamp-land, unused for any industrial purpose.

"In February of that year, construction of the yard was started, and on May 19 of that same year, the keel was laid for the first Liberty ship, the Star of Oregon. This ship, you will recall, was launched on September 27, 1941, a truly remarkable accomplishment for newcomers in the field of shipbuilding. And today we have launched 322



"Heavens—I swear I'm getting a gray hair!"

Libertys, 47 Victories and 30 Attack Transports.

"To me, the record of these four years parallels the accomplishments of the armies and navies on the battlefronts. I feel, men and women of Oregon Ship, that it can be honestly stated that without your work in the production of these ships, the victories of our armed forces today would not be possible."

Firemen Keep Busy

(VANPORT) — During 1944 the Vanport Fire department answered 63 calls caused by persons falling asleep while smoking, according to Chief M. R. Hanson. Among the 537 calls answered by the department, the following were included: trash fires, 28; caused by matches, 18; by electric stoves, 79; by electric irons and wires, 12; in service units, 34; in automobiles, 18. There were 35 false alarms.

THE DALLES GOES ON SWING SHIFT

(THE DALLES)—With a swing shift in production and employment at a peak of 300 last week, The Dalles sub-assembly plant of the Vancouver yard turned out 63 sections for C-4 troopships on Friday, January 19, for an all-time top to date. Tonnage on the sections totaled 32.91. Ed V. Mitchelson, superintendent said.

"Just as quickly as we can train shipfitters and welders," Mitchelson commented, "we will get a graveyard shift underway. We are aiming for an employment peak of approximately 550 and hope to produce more than double the present tonnage of steel for the vital war program of which we are a part."

Japs Sink OSC Liberty; Ram, Shoot Crew Members

How a Japanese submarine sank the Oregon Ship-built Liberty vessel, the S.S. John A. Johnson, and then rammed lifeboats and machine-gunned survivors has been disclosed by members of the ship's crew in the presence of naval officers. The Johnson, OSC Hull No. 701, was launched June 8, 1943, and delivered June 16 to the American Mail Line—28 days after its keel-laying. It was named for the late governor of Minnesota and christened by his sister, Hattie I. Johnson of St. Peter, Minn.

The ship was operating between Hawaii and the California mainland, about 400 miles from Hawaii one evening last November when at about 9:05 p. m. a torpedo crashed into it amidships. When the vessel broke in two, the skipper, Capt. A. H. Beeken of Tacoma, gave the order to abandon ship.

10 KILLED, FIVE WOUNDED

The 73 men aboard got away in two rowboats and a life raft. The

submarine surfaced, however, and first rammed one lifeboat. Then the Japanese, from the deck of the U-boat, opened fire on the survivors with machine guns, shouting banzais and cursing the "Yankee . . ."

After this, the Japs began ramming the emergency craft again. Many crew members saved themselves only by hiding underwater. Altogether, ten Americans were killed and five were wounded seriously before the submarine disappeared.

Loss of the Johnson was the first reported by the navy in a year from the mid-Pacific zone. How-

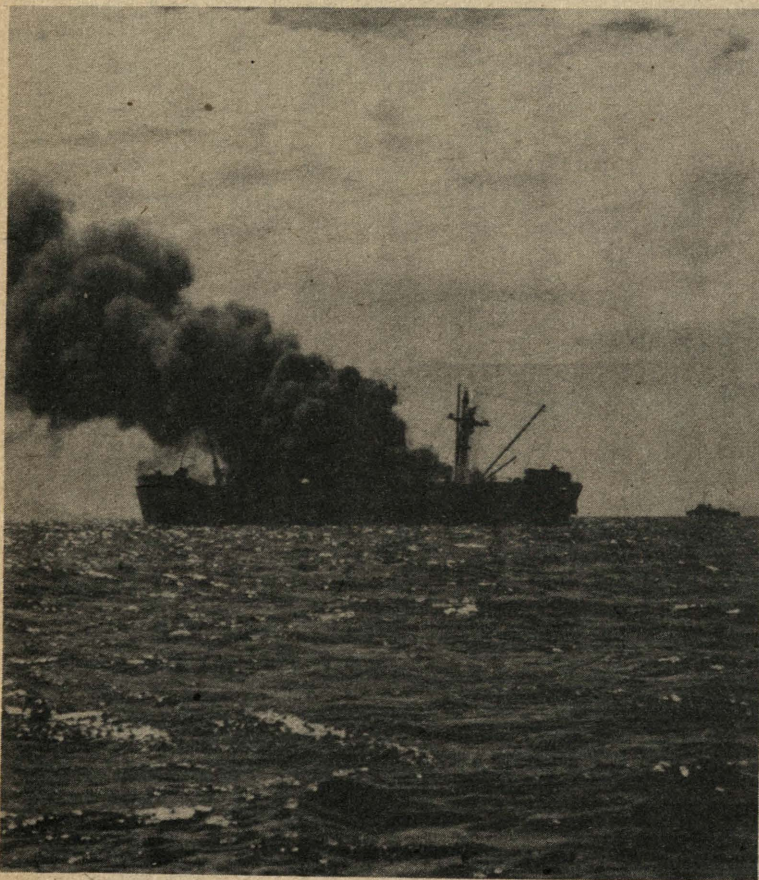
ever, the Japanese radio has from time to time reported other sinkings.

OPERATED OFF COAST

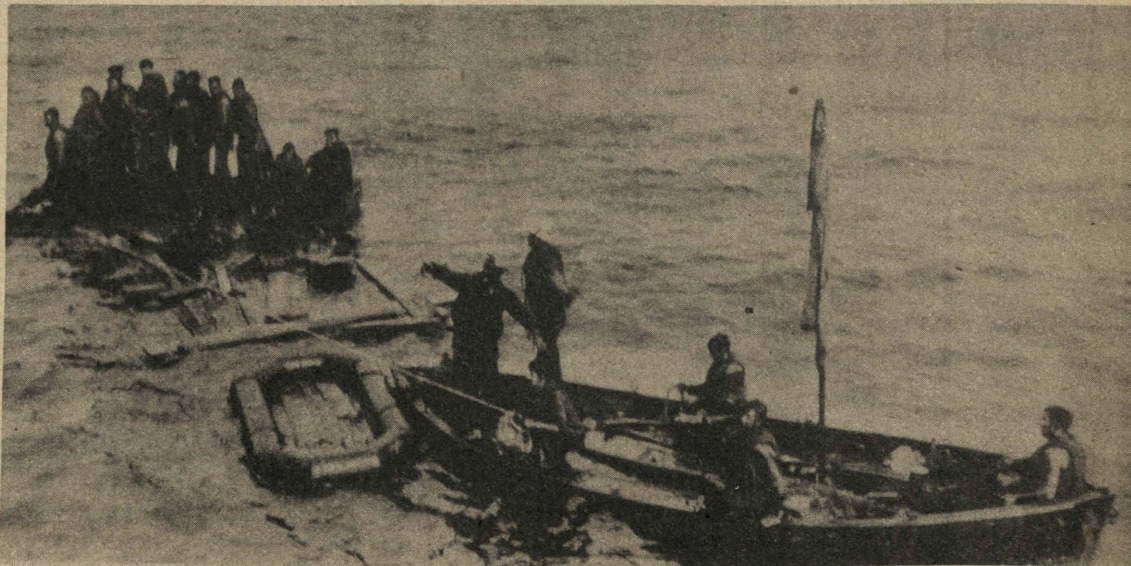
While announcing the Johnson sinking, the navy disclosed another fact which has long been suspected by veteran shipyard workers. Early in 1942, Japanese submarines were lurking close to the mouth of the Columbia river and all along the coast to harass American ships. On one occasion, one of the U-boats attacked a tanker not far from Astoria. As American naval and air power grew, however, the Japanese withdrew to more distant points.



Even the mighty slugger, Babe Ruth, would have taken his hat off to Mrs. John Goodland Jr. when she smashed a bottle of champagne on the bow of the S.S. Appleton Victory, launched last Friday. Albert Bauer, OSC general manager, is shown watching Nurse Jean Darr Currie dress a glass abrasion on Mrs. Goodland's hand. She is the hardest hitting launching sponsor seen at Oregon Ship. When the bottle broke, champagne showered spectators twenty feet away.



Liberty Burns An ominous pillar of smoke rises over the Pacific as a Liberty ship burns during recent invasion operations in that area. (Official U. S. Navy photo)



A navy crew picks up some of the survivors of the OSC-built Liberty, the S.S. John A. Johnson, which was sunk by a Japanese torpedo in the mid-Pacific last November. The survivors stand huddled on a life raft.

35-Year Lapse Ends As Brothers United

(VANCOUVER)—Fate had motivated the keys when Mrs. Sara Menard, Vancouver teletype operator, returned to the office recently and found in her machine a telegram addressed to Patrick Menard, Way 4, a graveyard welder. She was to forge the final link in a 35-year chain of events that culminated in the inheritance of a sizeable fortune for two long separated brothers.



SARA MENARD

Some months ago Alyn Menard, world-traveler now working swing shift as a burner at Swan Island, found Mrs. Menard's number in a Portland directory. On a chance that she might be a relative, he called her. They arranged a meeting, and comparing notes, found that they were distant relatives. Alyn told of his long search for his brother, Patrick. He said that a great oil fortune hinged on finding his brother, but that the money would shortly revert to the state due to a provision in the will requiring the presence of both brothers.

Then on December 24, 1944, a wire appeared in Sara Menard's machine at the Vancouver yard addressed to Patrick Menard from his daughter in Butte, Mont.

"I could hardly believe my eyes," she said. "I immediately got in touch with the two brothers. They were reunited again after 35 years."

Rose Society Sets High Member Goal

An opportunity to participate formally in Portland's famed culture of roses is offered shipyard employees by the Portland Rose society, whose membership chairman has issued invitations in connection with a drive now in progress.

A goal of 1000 members has been set for 1945, at a membership fee of \$1 per year.

The society boasts one of the few rose test gardens in the world. Fred Edmunds, curator in charge of the gardens, is an international authority on roses.

The society's invitation points out that rose growing is a hobby offering unlimited possibilities for recreation and enjoyment, not only for the grower and his immediate family but for neighbors, as well.

WHAT ABSENTEEISM?

Despite the part-time programs carried on in the schools and in many of the recreation centers in the holiday season, attendance records at the play centers under direction of the recreational division of the Portland park bureau showed but slight decrease over November's reports.

Former Vancouver Draftsman Trains Chinese Fighters

(VANCOUVER)—Helping to provide China with the first overland supply line since the Japanese occupied Burma early in 1942 is Lieut. James Lee, former draftsman of the Naval Architects office here, according to word from the Y-Force operations staff, China theatre.

The 22-year-old officer is instructing Chinese soldiers in the proper care, transport and firing of field artillery weapons at a field artillery training center of Y-Force operations staff, the world's largest military mission. The center is one of several operated for the purpose of improving the combat efficiency of the Chinese expeditionary force. The American-made 75-millimeter pack howitzer is the main artillery piece used—the only one usable in the rugged, almost trackless mountain terrain of Western Yunnan province.

Some of the Chinese units trained under Lieutenant Lee, the dispatch said, are now proving the success of Y-Force in the current Salween river campaign.

Veterans Of 41st See S. S. Sunset Launched

(SWAN ISLAND)—Scores of veterans of the 41st division, some home for hospitalization, others on furlough, had an informal reunion on the Swan Island launching platform last Saturday and saw another tanker, this one named the S.S. Sunset for their division, launched to carry gasoline to the South Pacific they know so well. Their division was the first to reach the overseas fighting

arena. It has the longest overseas service record. It was the first trained for jungle warfare and is veteran of more campaigns than any other division. It has killed more Japs, captured more prisoners, 2200 of them, has been awarded the Presidential citation for outstanding performance, and is leader of South Pacific outfits in the number of individual citations.

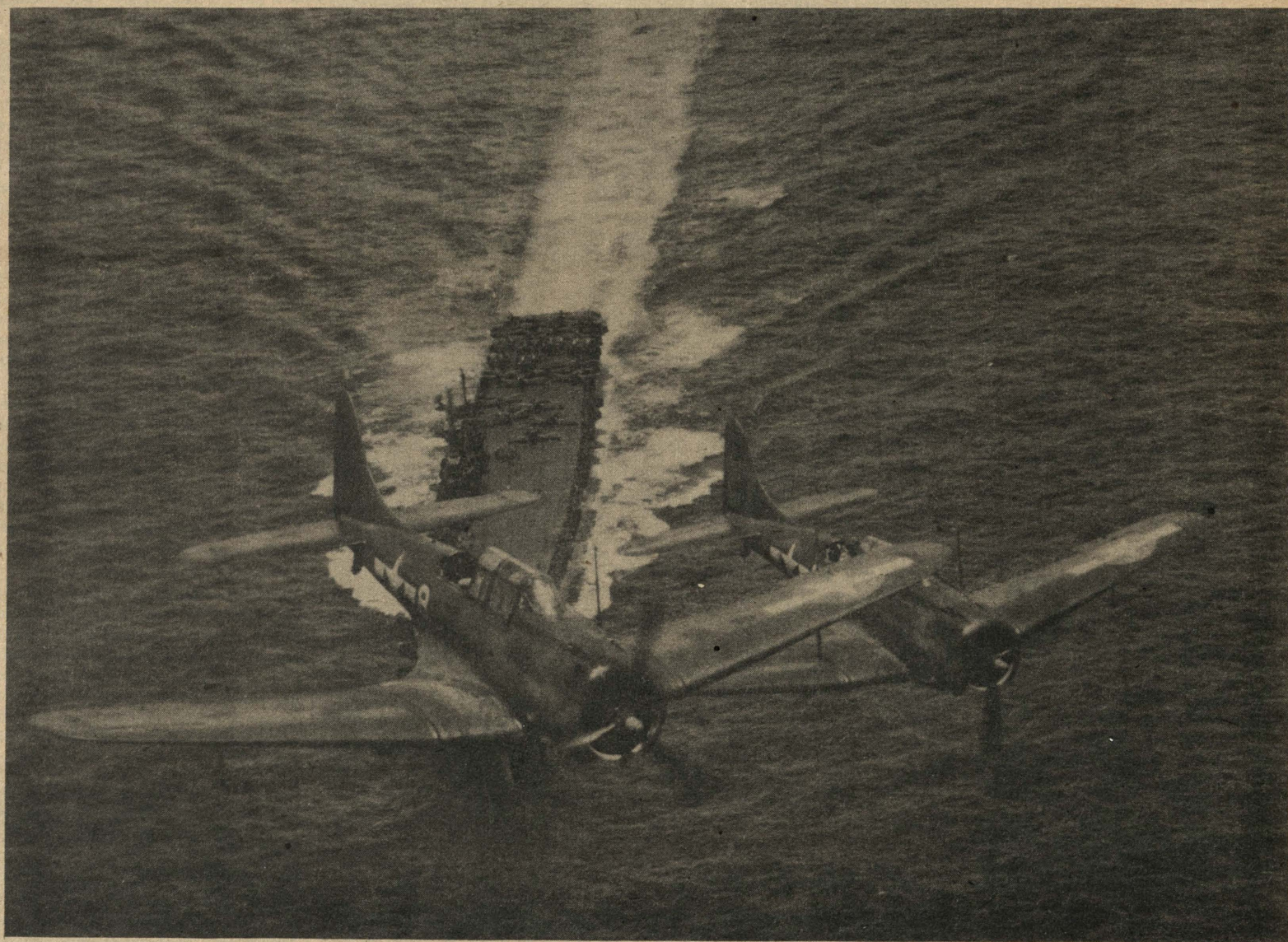
Brig. Gen. Ralph P. Cowgill, commanding the Oregon State Guard, was the launching speaker. At one time he was a regimental commander of the division under the late Maj. Gen. George A. White, "father" of the division. Mrs. George A. White sponsored the tanker.

Tribute was paid to Mrs. White and the three Gold Star mothers who were her attendants—Mrs. T. J. Richter, Mrs. J. C. Jennings and Mrs. C. E. Hoyt—whose hero sons were serving with the division when killed.

Music was played by the Oregon State Guard band which marched through the yard followed by the state guard troops.



Mrs. George A. White, wife of the late Major General George A. White, "father" of the 41st division, sponsors the Swan Island tanker S. S. Sunset.

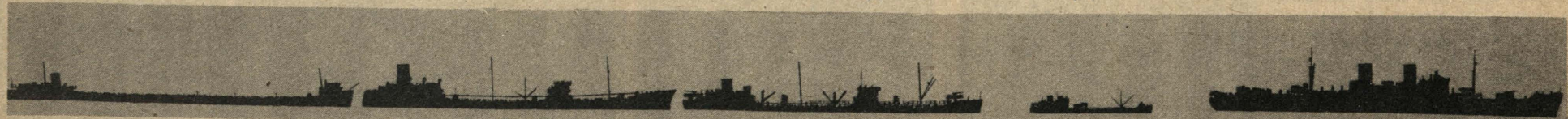


Out of the Muzzle

Like bullets from the muzzle of a mighty gun speed these Douglas Dauntless dive bombers from the flight deck of a navy aircraft carrier. Kaiser employees can take pride in their part in building carriers, which, like the one pictured in the official navy photo, are pointing straight at the heart of Japan.

KNOW YOUR MERCHANT FLEET

(No. 4 of a series describing 30 different types of merchant ships)



L6-S-A1—Designed for specialized ore, coal, and grain trade on Great Lakes. Length, 620'. Beam, 60'. Draft (loaded), 24'. Cruising radius, 1,500 miles. Net tonnage, 7,000.* Dead-weight tonnage, 15,580.* H.P., 2,500. Propulsion, reciprocating steam.

NEOSHO (Cimarron type)—Tank designed for U. S. Navy. Length (over-all), 553'. Beam, 75'. Draft (loaded), 31'6 $\frac{3}{4}$ ". Cruising radius, 11,900 miles. Net tonnage, 6,646. Dead-weight tonnage, 18,302. Shaft horsepower, 13,500. Propulsion, turbine.

T2-SE-A1—Tanker type. Length (over-all), 523'6". Beam 68'. Draft (loaded), 29'11 $\frac{1}{2}$ ". Cruising radius, 12,600 miles.* Net tonnage, 6,107. Dead-weight tonnage, 16,765. Shaft horsepower, 6,000. Propulsion, turbo-electric.
*Estimated distance.

T1-M-A1—Tanker type designed for coastal and inland waterways. Length (over-all), 220'11 $\frac{1}{2}$ ". Beam, 37'. Draft (loaded), 12'10". Cruising radius, 2,920 miles. Net tonnage, 635. Dead-weight tonnage, 1,483. Shaft horsepower, 800. Propulsion, Diesel.

P2-SE2-R1—This is a transport type vessel. It has a length over-all of 608'11", and a beam of 75'6". Draft (loaded), 29'. Dead-weight tonnage, 12,063.* Shaft horsepower, 18,000. Propulsion, turbo-electric.
*Estimated peacetime use.

Oregon Ship Doubles 1944 'Dimes' Total

(OREGON SHIP) — Approximately \$10,000 for the March of Dimes was contributed by Oregon Ship workers, reports Ken Moyer, who directed the six-day drive for funds to fight infantile paralysis. This was twice as much as OSC raised for the paralysis fund last year. "We haven't yet made a final check but when a few outstanding contributions are counted we may even exceed \$10,000," Moyer declared. "The workers who gave so generously certainly deserve a great deal of praise."

Moyer also said the unprecedented success of the drive was largely due to the efforts of Bob Bateman and his orchestra and other entertainers who stimulated interest in the campaign.

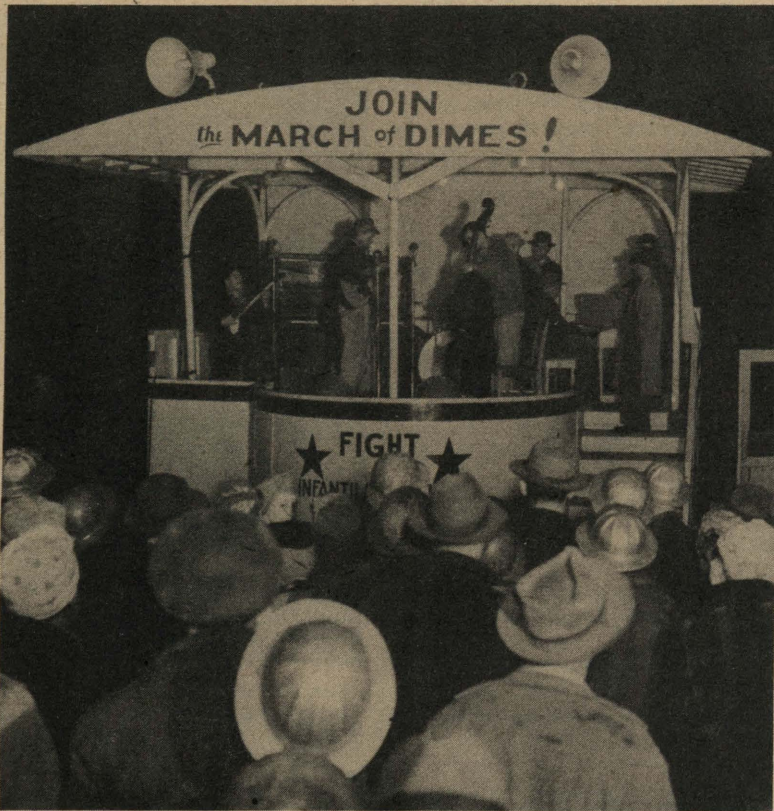
MARCH OF DOLLARS CLUB

"Milton Hirsch of the Time department, who organized the March of Dollars club, and the 400 members of that organization gave us a big lift," Moyer added.

Bateman's orchestra staged March of Dime shows throughout the week during all shift change periods. Assisting Bateman in these programs were "Tiny" Watson, night club singer and OSC welder; Louis Neuberger, Roman Lechnor, Jerry Alford and Ken James, material expeditors; Roy Adams, time-checker; Bill Emerson, Marine department; Doris Young, Stationery department; and Gay McCannus, Buckler-Chapman employee.

When informed that OSC workers had doubled their contributions for 1944, Yard Supt. Russ Hoffman said:

"We've got something to be proud of and the record of this campaign indicates that OSC workers are always glad to lend a helping hand to the less fortunate. Due to their generosity, many adults as well as children who were stricken with infantile paralysis may be restored to health. Next to our enemies on the battle front we have none more dangerous than infantile paralysis."



Bob Bateman and his Oregon Shipmates are shown entertaining OSC workers in front of the main yard gate during the annual March of Dimes drive last week. Oregon Ship made a generous contribution to the drive against the dread disease, infantile paralysis.

Now's The Time For Help On Tax

Now is the best time for all workers wanting assistance in filling out income tax returns, due March 15, to stop at the branch office set up for that purpose, it is announced by J. W. Malone, collector of internal revenue.

The office is located in Room 100, mezzanine floor, Pittock block.

"The January 15 rush is over, and an adequate staff is on hand to help all those in need of assistance," Malone said. "Tax payment need not be made when the forms are filled out, and workers may take their completed forms home, mailing in their payments, if payments are necessary, at any time before March 15."

Malone pointed out that only those persons using the 1040 form will need assistance. Many people, he said, will find it easier to fill out the W-2 (revised) form to be issued in the near future with statements of earnings for 1944. No help will be needed with these forms.

"But if workers have had (1) income of more than \$100 other than their wages; or (2) believe their deductions will be more than 10 per cent of their wages, and therefore need to fill out the detailed 1040 form, they are urged to seek their assistance now, before the office is congested," he declared.

Alaskan Home Goal Of OSC Worker



(OREGON SHIP)—Alaska will be a fine place to live after the war, just as it was before the war—with one or two qualifications, according to Albert M. Johnson of Juneau, who joined Oregon Ship's Fire department last week.

"Alaska is God's country if you treat the country and the people right," Johnson said. "Trouble is, most people go up there with the notion of making a stake and coming back to the States to spend it."

No country can be built up on such procedure, Johnson claims. Those who go to the still partially-frontier country should plan to make their homes there, earning a living at one of the territory's industries, he said.

Johnson, who joined the ski-troopers shortly after war was declared, received his honorable discharge recently. He plans to return to Alaska when the war is over where, he says, "a fishing boat and paradise" wait for him.

AIDS UNFORTUNATE



(OREGON SHIP)—One of Oregon Ship's champion money-raisers for the infantile paralysis campaign last week was Quinn W. Melott, shipfitter leadman on Way 10. Melott, a swing shift worker, during one shift collected \$133.07 towards the March of Dimes from workers on his way.

MARINES CALL



(OREGON SHIP)—E. B. Dick, who served six years with the U. S. marines before he joined the OSC guard force on December 7, 1941, has been called back to service. He will rejoin the marine corps in 60 days as a second lieutenant. He was mustered out as a sergeant.



Office Girls Collect "During any yard campaign the yard workers get most of the credit but we help too," declared the sextette of electrical office leadwomen shown above. To prove it, they showed a March-of-Dimes jar filled with \$138 they had collected on one shift for the infantile paralysis campaign. Women shown are: Catherine Dougherty, Esther Jaeger, Mabel Lien, Agnes Harris, Edith Sample, Mae McCrum. (Oregon Ship photo)

---ASK JUNE THIERL Flower Girl Thrilled

(OREGON SHIP)—Flower girls at Oregon Ship launchings have ranged in size from tots who almost disappeared from sight behind their bouquets to girls working in various OSC departments. But probably none of the flower bearers was as excited over her part in a launching ceremony as June Thierl, shipwright clerk who took part in the Green Bay Victory ceremonies, January 9. She was selected for the honor by shipwrights who won the launchings through high bond sales in the recent 6th War Loan drive.

It was the first launching she had ever seen "real close," and the routine ceremony regained the dignity lost through constant repetition to many a veteran Oregon Ship worker.

NO LUNCH TO PACK

Highlights of the event for the small blonde clerk began with the day's first moment—a new dress and no lunch to pack. Her emotions were "all mixed up" from then on, she declared.

Unaccustomed to wearing "Sunday best" to work, she thought she could feel every worker's eye on her when she went through the gate. The next three hours were a mounting tension of excitement, followed by the pride of being part of the launching procession, riding through the yard "in some style."

"I was supposed to listen for my cue to give the flowers," Miss Thierl said, "but I was in a pink haze. First thing I knew everybody was waiting for me. I got the flowers and carried them across the platform to the sponsor and her attendants. It didn't take 10 seconds,



June Thierl, young shipwright clerk, is shown above as she was caught at the peak of her excitement after serving as flower girl at the launching of the S. S. Green Bay Victory.

but they were the most exciting 10 seconds of my life."

The day held only one regret, she added. It came after the bottle had been smashed, and the ship had gone down the ways. "At the luncheon they gave us, the food was swell—I only wish," she said wistfully, "that I could have more of that wonderful ice-cream."



Explorer Looking like an explorer of the Gobi desert, Mervyn Kowcum, Oregon Ship burner, posed on the crest of a sandpile near Shell erection during a lunch-hour exploratory stroll last week. "You can sure see a long way from there," was her "scientific" report upon returning from the isolated spot. (Oregon Ship photo)

INQUIRING REPORTER

QUESTION:

"What do you think of the work-or-fight bill now being debated in Congress?"

Frank Dudley, chief clerk: "The sooner they get some action on it the better. There are literally thousands of seasonal and non-essential workers in this country who hardly know we are at war. They make but little personal sacrifice and get high war-time wages. It's a crime something hasn't been done about them before."

David Cameron, Labor supervisor: "I'm very much against it for a sound reason. Men would be put in industry who are not able to work. Granted that industry can use many disabled people—still no industry wants mental and physical wrecks not classified 4-F. I think the unions and management should have the right to use a man or not as they see fit."

Palmer Bue, engineer: "I thought we had a big enough army until this bill came up. But I can see where it is important to drain off the 4-F classification into something that will help the war. I guess the munitions and airplane plants are badly short of help."

Dick Matthews, scaler supervisor: "I think that bill is a wonderful thing. For one thing, I'm short-handed for men myself. There are a lot of men, and I've seen quite a number of them right around Portland, who aren't doing anything important to win the war, or to our living right here at home."

Dewey Sparks, Labor foreman: "I'm against it myself. They're hitting the professional athletes, but those boys are important. Don't the men in the service listen to baseball and football games for the one real touch with home? Even during the blitz Londoners watched rugby games. We need our athletics."

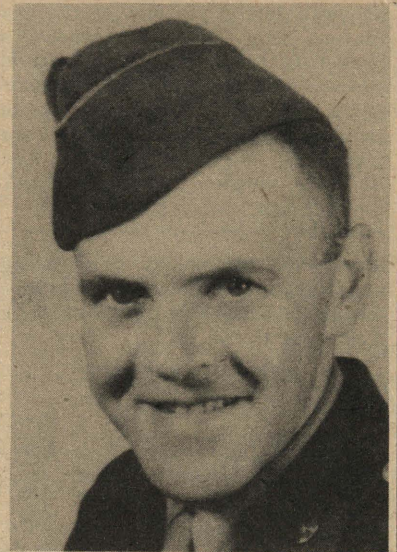
Mrs. Elizabeth Pekman, janitor: "I haven't been in America very long and I come from Europe so I may think differently about these things. But I think we can get along very well over here without baseball games and a lot of amusements if the men are needed in the war. My son-in-law is overseas, so that makes me feel strongly about it, too."

Wilson's Son Lost In Pacific Storm

(OREGON SHIP)—Announcement by the navy that his son was missing in action was received last week by Walt Wilson, maintenance assistant superintendent. The telegram followed the story Wilson had read in the newspaper of the loss of the destroyer U. S. S. Spence during a typhoon.

The Spence was the vessel on which his son, Murray, was chief torpedoman. Wilson was the first machinist hired at Oregon Ship. He began work April 25, 1941. His son joined the navy shortly after the Pearl Harbor attack.

KILLED AT LEYTE



(OREGON SHIP)—Word was received this week that Howard Keeling, 37, former OSC machinists' helper on the ways, was killed during the invasion of Leyte.

Keeling left Oregon Ship on September 10, 1943, to enter the army. He is survived by his widow and one child and his parents, Mr. and Mrs. James R. Keeling of Portland.

NAVY POINTS NEED FOR REPAIR WORK

Need for manpower in ship repair work was emphasized this week in an official navy release which stated in part as follows:

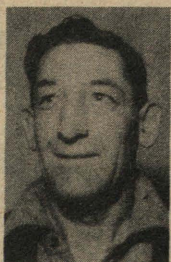
"At a time when it is absolutely essential that every available naval vessel be in battle readiness, the return of battle-damaged ships to the fleet is being delayed because there is a shortage of workers. In addition, many ships long overdue for overhaul are still operating in the Pacific because adequate repair and maintenance facilities are not available. The navy estimates that by Dec., 1945, about 132,000 more workers will be needed for repair work alone, primarily in west coast shipyards."

Swing Dance Slated

(OREGON SHIP)—A swing shift dance will be held at the OSC gymnasium Sunday from 2 a. m. to 5 a. m. with music by Bob Bateman and his Oregon Shipmates. There also will be a dance Sunday night in the gym starting at 9 p. m.

CARD OF THANKS

I wish to express my thanks to all Oregon Ship employees who so generously contributed to the fund given me during the holiday season and while hospitalized. Be assured that your kindness is appreciated.—J. T. Stewart, warehouse worker.



More Presentees

The list of Oregon Ship workers who have maintained lengthy presentee records on the job in spite of adverse weather or deterring circumstances continued to grow this week. Six new names are listed as having missed no working time for 18 months or longer.

They are: Left to right, Mace Honeyman, shipfitter leadman, hired on August 29, 1941; Homer W. Myers, burner leadman, without time loss since July 22, 1941; J. O. Ahrendt, machinist, OSC worker for almost three years with no time loss for the past 22 months; Anthony Silvarn, pipefitter leadman at OSC for 42 months with only one day's loss shortly after hiring; A. J. Grumm, pipefitter leadman, with 38 months without a break; Henry Lewis, plumber leadman, with an 18-month record. (Oregon Ship photos)



Victory Here are the prows of three Victory ships in berth one, the landward berth. Moving these vessels to keep in step with outfitting schedules requires constant vigilance on the part of Port Captain F. R. Gillard. (Oregon Ship photo)

Over-Supply Of Vessels Brings Shifting Process

(OREGON SHIP) — Last week Oregon Ship's Outfitting basin was full of vessels, with a few left over. This kept Port Captain F. R. Gillard constantly on the alert for a call to shift vessels around in the basin. Complicating the job of shifting ships was the loss of continuity in delivering the completed Victories. After the Longview Victory was delivered, next ship to go down the

river was the seventh vessel, the S.S. Coeur d'Alene Victory, on January 12. The second Victory ship to be launched was delivered followed by the ninth vessel, the S.S. West Linn, scheduled for delivery January 20.

The reason for this was explained by F. A. "Al" Abraham, marine superintendent: "Due to the erratic arrival of material and work that had to be done on the gears, vessels have been completed out of their launching sequence."

"NEIGHBORS" HELP

Captain Gillard was unruffled. "When we have all the ships we can handle, we park a few with the neighbors, some upstream and some downstream," he said. "The situation is only temporary." So far, he added, he has kept ahead of plans for ship movement and when the big vessels have to be shuttled around in the dock he is prepared. Within three days, 17 Victories were shifted to keep up with work schedules.

To keep constantly informed of progress, Captain Gillard maintains a "berthing of vessels after shifting" chart.

EVERYTHING ORDERLY

"This looks like a wild scramble," the port captain said, "but the entire procedure was very orderly. Whirleys, 'cats' and tugboats kept the vessels on the move until each ship was berthed just where we wanted it. Of course, the next day we had to start all over again."

Two things would make near-chaos out of the maneuvers, but neither is expected, he said. These are high water or a gale.

"Workers coming on shift along the dock sometimes wonder how a vessel on the inside of the landward berth can turn up the next morning on the outside of the last berth by the river," he concluded, "but years of practice make it almost as easy as picking the ships out of the water and setting them down again. Remember, two years ago we had 13 Libertys in here. This temporary over-supply of ships in the basin is part of the routine change-over in vessel-type. We work it out fine."

BOSN'S WHISTLE

Published for the 32,000 employees of the Oregon Shipbuilding Corporation.
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Associate Editor.....ELSIE POWELL
Secretary.....KAY SCARBROUGH
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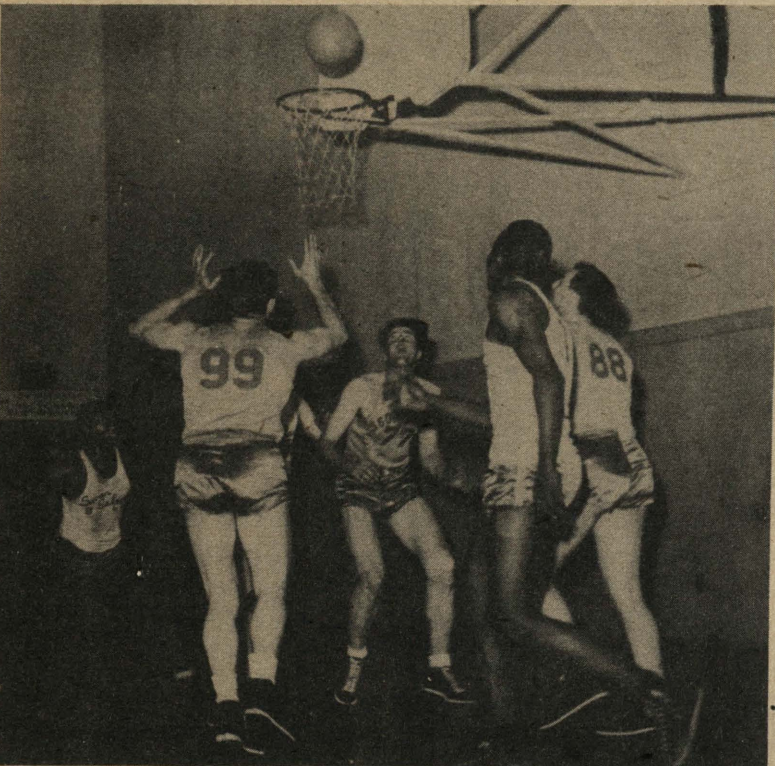
OSC To Launch 50th AP-3 Today

(OREGON SHIP)—OSC's 50th Victory ship, S.S. Adrian Victory, will be launched today. Mrs. Robert Stites, a former resident of Adrian, Mich., the city for which the vessel was named, will serve as sponsor. Her husband, who is in the army, is stationed at Fort Lewis, Wash. It will be the 18th in the series of launchings under the yard's new Victory ship contract for 63 vessels.

Deadweight tonnage of ships built from January 1, 1942 to January 1, 1945, totaled 43,671,794.



Champions First half champs of Swan Island's Tanker bowling league were these five men of Erection-Scorpions. From left, Half Eason, Art Findley, Dan Fraser, Jack Workman and Frank Schmidling.



Opening Game This bit of action from Swan Island's departmental basketball league occurred in the opener between the Globetrotters and Scorpions. Hal Eason, Scorpion guard, cut loose with a short one while, (reading clockwise) Willie Gordon, Dave Disney, Leonard Moore and Quintel Cooper wait for rebound. The Globetrotters won, 51 to 42. (Swan Island).



The Water's Fine Scouts from Vancouver and the housing projects, chiefly sons of shipyard workers, enjoyed a big night at the Memorial Hall swimming pool Thursday, January 18. In the pool are Duane Ross, Jerry Robinson, Sandy Thayer, Eugene Slayton, David Webster, Bill Fisher, Jack Swanson, R. Warden, Warner Dallas, Glen Miller, Dick Hunnicutt, George Coley, Douglas Morre, Mark Stryker, Tom Younger, Allen Lynch, Emmitt Boyd, Don La Pierre, Arnold Empter, Emmet Carey, Danny Henney, Helmuth Siemer, Jr., Harold Siemer, Richard Smith, Richard Kraus, Howard Danniels, James Cobb, Charles Gustafson and Wes Hylan. (Vancouver photo)

Painters-Dock 5 Stretches Bowling Lead to 2 Games

SWAN ISLAND LEAGUE			
	W.	L.	Pct.
Painters-Dock	37	14	.725
Sheet Metal	35	16	.686
Pipe Fitters	33	18	.647
Chippers-Dock	29	22	.569
Plate Shop	28	23	.549
Painters-Yard	28	23	.549
Electricians	28	23	.549
Welders-Dock	28	23	.549
Main Machine Shop	27	24	.529
Clerical	26	25	.509
Trial Crew	23	28	.451
Outfitting	19	32	.372
Welders-General	19	32	.372
Machinists-Dock	18	33	.353
Welders-Ways	16	35	.314
Shipfitters	14	37	.274

(SWAN ISLAND)—Painters-Dock took a commanding two-game lead in Swan Island's 16-team bowling league at the Hi-Way alleys last week when they won two of three games from Machinists-Dock while second-place Sheet Metal was dropping two to Painters-Yard and third-place Pipefitters lost all three to the last-place Shipfitters.

Welders-Ways, 15th-place team, won honors for the week, posting a 1008 single and 2804 series. W. Thompson, Trial Crew, won individual honors with a 231 single and 563 series. Other good scores were Joe Hallerman, Painters-Dock, 200 single, 562 series; A. Pekasky, Welders-General, 203, 551 and M. Blangy, Painters-Dock, 204 single.

TANKER LEAGUE			
	W.	L.	Pct.
Erection-Scorpions	6	3	.667
Tank Test	6	3	.667
Burners	5	4	.556
Engineers	5	4	.556
Erection-Shark	3	6	.333
Chippers	2	7	.222

Erection-Scorpions, first-half Tanker league champs, whitewashed Erection-Sharks three straight at the Boilermaker alleys last week to go into a tie for second-half league leadership with Tank Test. Tied for first last week, the Testers defeated the Burners in two games to gain their tie with the Scorpions. Engineers won two from the Chippers to put the latter in the cellar.

Erection-Scorpions won team series honors with a 2853 score. Chippers had high single game of 997. H. G. Roane, Erection-Sharks, burned up the alleys with a hefty 246 while Dan Fraser, Scorpion

HOOP VETERAN



JACK CADY

Jack Cady, USMC hull inspector at Swan Island, is one of the big reasons why Shannon Company's basketball team is making a good showing in Portland's top independent league. Cady has nine years of cage experience, having played for University high in Eugene and Southern Oregon Normal at Ashland. (Swan Island photo)

ace, had a 608 series. Other good scores were Schmidling's 573 series, Roane's 575 and Walt Roth of Tank Test with a 570.

WOMEN'S LEAGUE (Second half)

	W.	L.	Pct.
Gremlins	5	1	.833
Bachelor Girls	5	1	.833
Welder Wildcats	4	2	.666
Toilers	2	4	.333
Sparkies	1	5	.167
Scorpionettes	1	5	.167

The Gremlins and Bachelor Girls took a commanding lead over the rest of the teams in Swan Island women's bowling league after two weeks of play in the second half by winning three straight last week at the Hawthorne alleys. The Gremlins clipped the first half champion Toilers while the Bachelor Girls won their three from a new league entry, the Sparkies. Welder-Wildcats also made a three-game sweep by beating the Scorpionettes.

Gremlin Roma Rolston won individual honors with a 173 single and 484 series. Her feats aided the Gremlins in winning team honors with a 700 single and 1966 series.

NO. 3 PINBUSTING SQUAD AT TOP IN VANCOUVER LOOP

(VANCOUVER)—After several weeks of arm-wearying ten-pinning, Townleyites on Team No. 3 finally succeeded in breaking the first-place tie with Lyle Duncan's No. 4 team. Harry Eachel sparkplugged a three-game whitewash over Johnny Horn's Painters in their last session. Eachel rolled 190, 181 and 202 for a total of 573.

Waddington's Hi-Handicappers nosed the Specialists in two games of three by tenth-frame spurts. Standings:

Team	W.	L.	Pct.
No. 3	33	15	.687
No. 4	32	16	.667
No. 6	22	26	.458
No. 2	21	27	.395
No. 1	17	31	.354

Globetrotters Top Swan Hoop Circuit

SWAN ISLAND BASKETBALL			
	W.	L.	Pct.
Globetrotters	2	0	1.000
Scorpions	0	1	.000
Pipe Shop	0	1	.000
Mariners	0	0	.000

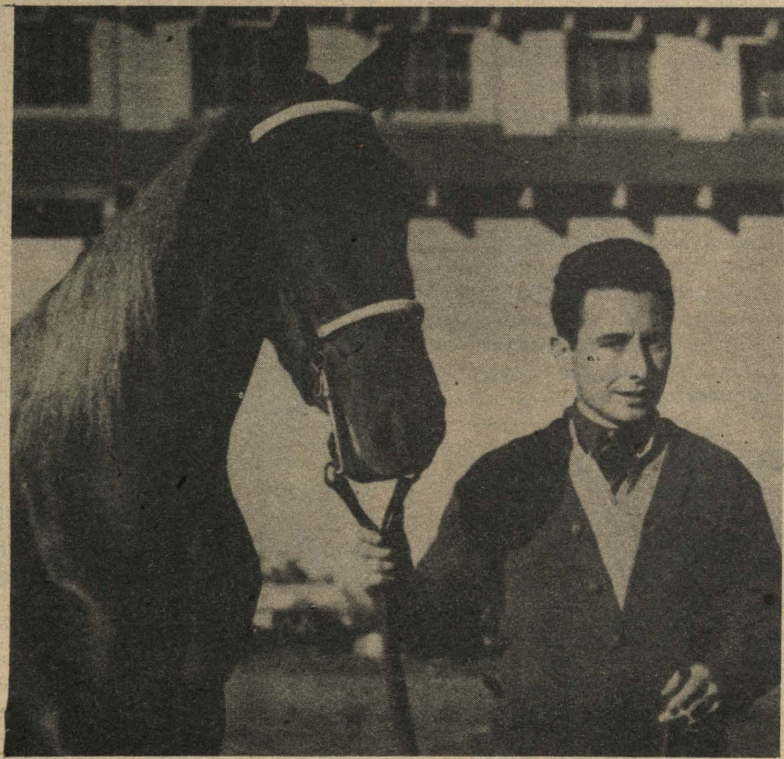
(SWAN ISLAND)—Winning their second game in as many starts, the Swan Island Globetrotters took a commanding lead in Swan Island's departmental basketball league with an easy 59-23 win over the Pipe shop last Friday.

Led by Harold Gabert with 22 counters, the Trotters jumped to an early 8-point lead and were never headed, leading at half-time, 33 to 12. Frank Tiyona led the losers with 15 points.

TUMBLERS ON DECK

(McLOUGHLIN HEIGHTS)—The second annual all-city acrobatic show in the McLoughlin Heights community center is scheduled tonight (Friday) with tumbling, human pyramids, trampoline and trapeze artist, both professional and amateur, on the big program. Jim Hicks of the recreation association is in charge.

Corby Yearns For Horses



(OREGON SHIP)—Although he has spent his life working with and around horses, Bert Corby, OSC graveyard crane operator, is no Stetson-crowned cowhand. Horses he has trained are the sleek pacing animals ridden at horse shows throughout the country.

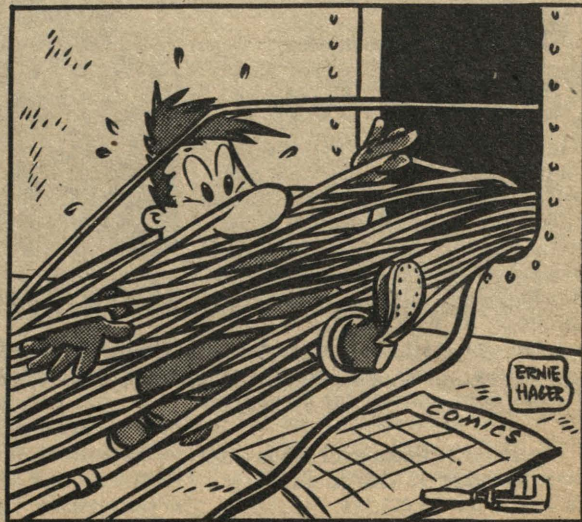
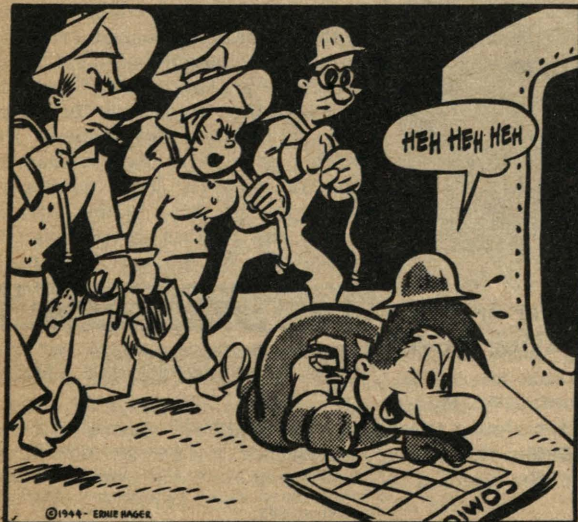
Most recent of the shows in which his trained horses figured was the Chicago Horse Show held during the 6th War Loan drive when horses went through their paces in a giant ring to bring in \$8,000,000 from bond sales.

Corby holds the Pacific coast hurdle jump record, 7 feet, two inches. He also taught Joann Jensen, America's champion child rider.

Corby has operated a crane at Oregon Ship for three years, and says he is glad to do his share for the war effort, but he says he often dreams of the day when he can go back to the paddock and show ring.

AT LEFT, Bert Corby poses with one of the sleek pacing horses he trained before becoming a crane operator at Oregon Ship.

Stubby Bilgebottom



By Ernie Hager

Are You Beating The Boom Time Bogies?

A war boom isn't all prosperity. There are plenty of headaches along with it. Here's how Kaiser workers are meeting some of the major threats to their happiness and well-being.

"SOMETIMES I think I ought to get out of here," moaned the welder from the Middle West. "Sure the money's good and the job's swell but its hard to find a good place to live, transportation is crowded and prices are so high they take everything you make anyway!" Here was another man about to fall victim to the "boom time bogies."

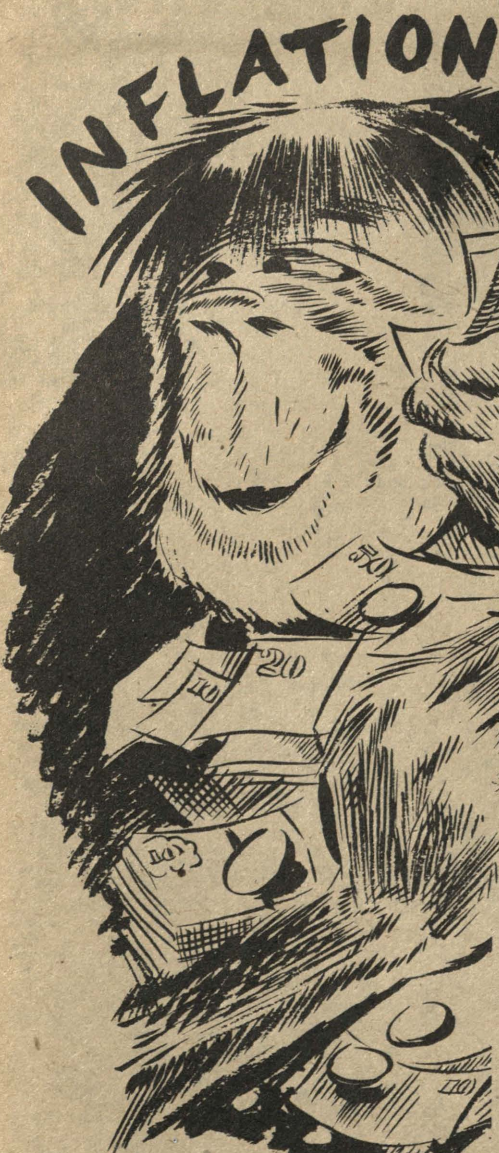
No doubt many workers find themselves saying almost these same words but after thinking it over, they do not "get out of here." They stay and build ships faster than ever.

The war brought a boom to Portland and Vancouver, but the boom brought all its troubles and headaches with it. Foremost among these came the big bogies of Inflation, War Nerves, Rackets and Uncertainty. Though these bogies can't be measured exactly like ship production, they are just as real and are as great a threat to the war effort as any Axis saboteur. Meeting and conquering them is as big an achievement for Kaiser workers as their ship-building records. In fact, the records probably would not be possible if the bogies had not been licked.

The No. 1 bogey is Inflation. There is nothing complicated about inflation. It simply means that there

of food, clothing and shelter there wasn't very much for this \$288,455,000 to buy. Without any other control only one thing could happen—prices would soar to the skies.

The Office of Price Administration promptly threw on price ceilings and rationed the scarcest commodities. Yet without help from the worker the entire OPA program would have been a miserable flop. Price ceilings affected millions of items and no police force on earth could be expected to ride herd on all of the transactions involving them. It was up to the workers themselves to insist on paying no more than ceiling prices. It was up to the workers to avoid black market transactions of any kind. The other way in which



is more money in circulation than there are things to buy. It's pretty easy to see here in Oregon. Last year Kaiser workers alone collected \$288,455,000 in wages. No such payroll was ever dreamed of in this state before the war. At the same time factories making consumer goods turned their efforts to war materials. So outside of the essentials

inflation can be headed off is by draining off large amounts of excess money. War bond purchases serve this purpose and here's where Kaiser workers gave the inflation bogey a good drubbing. Last year they bought \$36,389,730 in bonds. This took 12.7 per cent of their total payroll. Another method is in tax payments. Kaiser workers paid out \$38,077,000 in taxes last year which is more than they paid for rent and about half what they put out for food.

Workers now feel secure in the steadily growing pile of war bonds and other savings. This vast stake of savings however, can be wiped out if prices get out of hand. If money is

reduced in value, savings evaporate accordingly. The man who expected to buy a truck farm with \$10,000 in savings may discover that he has to pay \$20,000. This bogey cannot be minimized. It must be fought constantly.

WAR NERVES

Workers all over the nation are "on edge." The strain of war is beginning to tell. Living in a crowded area, among strangers, working long hours, traveling in congested transportation systems, worrying about the multitude of little problems that complicate daily living is taking its toll. It all comes under the heading of War Nerves, one of the toughest of all the bogies to fight.

Parents don't have the time for home or children that they normally do, making more of a strain on family life. For many, this is added to the general dislocation that comes with a move into new territory.

No city or group of cities could comfortably house the influx of workers necessary to do the present ship-building job. That was the case when Kaiser employment figures mounted steeply in 1942. The demand for housing resulted in the offering of much that would be unrentable in normal times.

Fighting off this bogey calls for an ability to adjust one's self to new conditions and for an ability to relax.



Housing projects soon blossomed with flowers, lawns and other homey touches. Other difficulties were faced and conquered.

Wherever money is plentiful rackets are bound to flourish. This is another big bogey to which workers must be constantly alert. It often takes the form of a slick-talking salesman with a plan for the worker to double his money by selling war bonds and investing in certain stock schemes. The Portland Better Business bureau advises caution here.

He may represent himself as a furnace inspector, then tear down the furnace and say a new one is required. He sells furnaces. Or he may put siding on a house and make a terrific overcharge.

The worker is offered "new watches" at a bargain price. Actually, in some cases, they are used watches. Unlicensed insurance companies make a mail order appeal, warns the bureau.

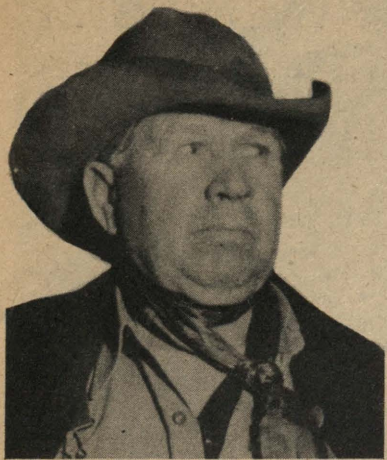
Sometimes the worker's wife answers the doorbell, and the "rackets bogey" is disguised as a lace or linen peddler, with a story of valuable goods smuggled in from England or Ireland—for sale at a "bargain price." The stuff probably came from a downtown store—and his price is no bargain.

UNCERTAINTY

War and everything connected with it is a highly uncertain affair. Americans like to plan ahead and it is difficult to do this in war time. There are uncertainties about the draft, the fate of loved ones, and the duration of one's war job. All these uncertainties add up to a general restlessness. This is the toughest of all bogies to fight but Kaiser workers are doing it by remembering that the most important of all jobs is to win the war. Until victory is won there can never be certainty for anyone.

That is the story of the four boom-time bogies and how they are being beaten down in the Portland-Vancouver area.

NOBODY HOME ON THE RANGE



(OREGON SHIP)—George Wheeler, 70-year-old OSC shipfitter, left his home in Texas because he wanted to fight on the homefront. But he also had another reason: "There's nobody home on the range."

"Yes sir, it's pretty lonesome down in Texas these days," he declared. "I've been a rancher all my life and I aim to get back to it when the war is over. Most everybody I know down by the Rio Grande is either in war work or battling Japs and Nazis."

Wheeler says there is no better place in the world than Honey Grove, Texas.

"That's the finest place in the world for my money and I'm going to high tail right back to Honey Grove when the dove of peace flies over the world again."

BACK TO SEA



(OREGON SHIP)—It's back to sea for Adam LeBrance, marine supervisor at Oregon Ship. LeBrance, who followed the ocean lanes for 27 years, 14 of them as chief engineer, before he came to OSC in November, 1941, was scheduled to sail on the S.S. West Linn Victory. The vessel was slated for delivery Saturday, January 20. (Oregon Ship photo).

In the past three years the navy has spent nearly \$6 billion for shells, torpedoes and ammunition which put teeth into ships and aircraft.



Gallant Host Here are seven ladies on an Assembly clean-up crew who were entertained at a dinner party in a down town hotel recently by the lone male member of their crew, J. W. "Daddy" Bratt. "We chattered like a flock of magpies" reported the women shown above. They are, left to right, back row, Addie Orr, Bratt, Edna Fiscus; front row, Jessie Wooldridge, Evelyn Erickson, Mabel Harwood, Bertha Hess, O. W. Carpenter, leadman, unable to attend the party, and Stella Jessing.

66 Bonds To Be Awarded

(OREGON SHIP)—Sixty-six \$50 war bonds will be awarded Wednesday, January 31, on the Mold Loft stage, Ken Moyer, head of the OSC Bond department, announced this week. Every purchaser of a \$50 bond will have a chance to win another bond. The drawing will be held during the day shift lunch period and the results will be posted as soon as possible.

STUBBY AND HIS FRIENDS



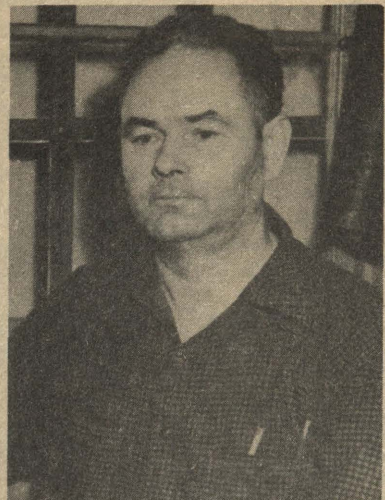
(OREGON SHIP)—A two-weeks' family reunion was reported this week by Leona Radke, welder on ways, with the entire family, formerly of Montana, present. They included her brother, Ruby, a former OSC shipfitter now in the navy, her brother Roy, returned from 33 months in the European theater, her father, a ways shipfitter, her mother and two school age brothers. . . . Leslie Ellis, Way 10 shipwright, hospitalized with a broken hip, is recovering satisfactorily according to his brother Floyd, also a Way 10 shipwright. . . . Lilian Christenson, ways welder, has been quite ill at her Vanport City home. . . . Among families visiting the yard last Friday during the launching of the S.S. Appleton were the eight children of Russell Pence. The Pence's are from Wisconsin near Appleton. . . . A party was held Saturday for W. P. Wilson, Outfitting dock shipwright soon to leave the yard because of failing health. Wilson, a 65-year-old native of Scotland, has been at OSC since October, 1941, has been known for years as the "shipwrights mascot" on the Outfitting dock. . . . A dozen and one news yarns grew out of last week's march-of-dimes campaign: Naomi Hobza, Assembly chief clerk, tells of a "pay as you enter" sign hung over a catwalk where workers had to deposit a coin before passing through . . . offices along the ways charged 10 cents a word for "uncouth" language and an irate supervisor chalked up 60 cents before pausing for breath. . . . traps for the unwary were set in shacks where penalties were limited only by the imagination of those in charge of collection bottles. One was to charge a dollar if a worker leaned on the table while talking! . . . but the most elaborate reported was in Les Cartwright, welding supervisor's office, Outfitting dock. Main items posted were: cussing, 10 cents; spitting on the floor, 25 cents; dropping matches, 15 cents; putting feet on desk or chair, 10 cents; dropping cigarette butts on floor, 25 cents. All those penalized were taken into "kangaroo court" and charged \$1 court costs in addition to their fine. But a season ticket for the week, Cartwright said, was \$2. Without benefit of such devices, Ken Fair, electrical chief clerk, reported gathering \$1,092.38 on the first day of campaigning, while Byron Worral, shipwright chief clerk, said by Thursday they had taken in \$1,175 from among shipwrights only with totals expected to reach \$1.50 per person.

2 Technical Devices Top January Awards

(OREGON SHIP) — Two highly technical devices designed by two members of the Electrical department won top prize money in the January awards for suggestions, it was announced this week by Adolf Schmidt, suggestions supervisor. Both men won \$100 war bonds for their inventions. Device that won a bond for James L. Barkhurst, electrician leadman, is a stud welding table de-



J. L. Barkhurst



W. H. Stephenson

Old Sailor Turns Talents To Shore



G. A. SHOLZ

(OREGON SHIP)—When 69-year-old G. A. Sholz, OSC sailmaker, heard the recent appeal for former seamen to return to their seafaring berths, he volunteered his services, found to his dismay that he had passed the age limit by several years.

"I'm just as spry today as when I sailed before the mast on many a deep-water schooner," Sholz said, "although I guess the art of tying knots and reefing sail is old-fashioned now."

Sholz first came to the West coast on the square-rigger Ben Lee out of Glasgow in 1895. He sailed on a half-dozen coast-wise sailing ships, and joined the lighthouse service during the Spanish-American war, before retiring from the sea in 1908.

Today Sholz is busy working on tarpaulins used at Oregon Ship, and helps check canvas that goes aboard the Victory ships. "But ships today aren't what they used to be," he declared. "A vessel today is nothing but a big floating machine shop, and it takes machinists to run one. It's not like the old days when a man had to be a sailor and a good one to follow the sea."



A. Youngblood



Archibald Fox



Leland L. Harder

signed to weld studs without variations in placing which formerly occurred when bars were laid out by hand. Barkhurst is also a member of the blood donors' Gallon club, and is a presentee with a two-year record.

Arthur Youngblood, assistant electrical supervisor, won his \$100 bond with three improvements on a punch press. They are: addition of straightening posts to prevent sheer in punching holes in ladder runners, a measuring gauge enabling the operator to punch holes without the aid of a layout crew, and a device for clearing the bar after it has been punched.

Winners of \$50 war bonds were Walther H. Stephenson, machinist foreman, who devised a radial planer for gun bases, and Archibald Fox, riveter leadman, who designed a rivet jammer support.

Fox's new device, the suggestions committee announced, eliminates the necessity of welding brackets to the deck while riveting the gun-wale bar to the shell plate.

Leland L. Harder, machinist, was awarded a \$25 war bond for his suggestion of a drill press clamp that is capable of holding down any size of steel plate, angle bar or pipe for drilling that is adaptable to the press.

CHECKS GAUGES



(OREGON SHIP)—Inspecting engine-room gauges on the S. S. Longview Victory, fifth Oregon Ship-built vessel on which he will go to sea, is Lieut. M. Don Stoeffen, second engineer. Other OSC vessels in which he has sailed are the Liberty ships Edward G. Ross and Simon P. Chase, and the Victory ships Norway and South Africa.



Floor For Flies Only When is a floor not a floor? When it is the vertical narrow bulkhead in the end of the stern section, according to the shipfitter team shown above marking the plate for insertion into the stern assembly of a Victory ship. "It's always been called the 'stern floor' even if only flies could walk on it," said Earl Schuh, left. Others in the picture are Ercyl Bongard, engineer's aide, checking weld, and Roy Wright.